

INFORMATION REPORT

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CD NO.

COUNTRY USSR (Crimea/Azerbaidzhan)

CONFIDENTIAL

DATE DISTR. 4 MAY 1949

SUBJECT Airfields at Kirovsk, Biyuk-Onlar, Sarabuz,
and Kurman-Kemelchi

NO. OF PAGES 2 25X1A2g

PLACE 25X1A6a

NO. OF ENCLS.
(LISTED BELOW)

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1. There is a small military airport at Biyuk-Onlar (45°18'N, 34°08'E), Crimea. In 1947, informant observed about 30 planes on the field, consisting of IL single-engine bombers and MIG and LAG fighters.
2. At Sarabuz, a station on the Sevastopol-Moscow railway, about 18 km from Simferopol, is the largest airfield in the Crimea. Construction of the field began in 1937. The airfield, located about 300-400 meters from the station, is about 4 km x 4 km, is surrounded by barbed wire, and is guarded by naval units although it is an army airfield. A military camp at the edge of the field, consisting of 20-30 building not of barracks type, houses the flying personnel and families. An unspecified number of runways are paved with asphalt, but the rest of the field consists of hard ground. Informant estimates that some 300-400 planes are kept in underground hangars. Only 50-60 camouflaged planes were observed above ground in March 1947. All workshops and fuel storage facilities are underground. In 1947, single-engine IL-2 bombers, YAK fighters, MIG fighters, LAG fighters, and American Bostons and Cobras arrived at this field in boxes, were assembled there, and were flown to other airfields.
3. Another airfield on the Sevastopol-Moscow railway is located 40 kms from Sarabuz toward Moscow and 9 km from the Kurman-Kemelchi station. Built in 1938 by prisoners, it is known to informant only as Construction No. 39. It is located on a prairie west of the railwa and is connected by gravel highway with the Kurman-Kemelchi station. It is a large airport but is smaller than the one at Sarabuz. All installations are underground; there are no buildings whatsoever above ground. Informant states definitely that the hangars are actually underground, not built into the sides of hills. One or more runways of asphalt or concrete begin at the entrance or entrances of the hangars. The runways are long enough so that planes can reach take-off speed while coming out of the hangars.* The slope from the hangar to the field is gradual.

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CENTRAL INTELLIGENCE AGENCY

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- 25X1X6 4. Eighteen kilometers from Baku, in the village of Kirovsk, there is a large military airport capable of holding 300 to 400 planes [REDACTED]. The field is located on the left side as one goes from Moscow to Baku by rail. It is about 4 km x 4 km. On the left side of the field is a factory for the production of fighter planes. About one regiment of infantry was stationed as a permanent garrison at the field in 1947 and there were many pilots there. Most of the planes were in the open in 1947, but at the far end of the field were five or six buildings covered with oilcloth which may have been hangars. There are mountains on the northern side of the field, about 2 kms from the field, in front of which are some hills. No trees surround the field. Only light bombers landed at the field in 1947. The field has no special runways. The ground is more or less white and is believed to be of lime origin; it is not softened by rain. Fuel storage tanks, some 12 meters in diameter and others six or eight meters in diameter, are half-covered with earth and painted white. Ammunition stores, some made of stone and concrete and others of wood, are located in the southern part of Baku; few or none are located near the airfield.

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- *([REDACTED] Comment: Informant also speaks of one straight runway about 300 meters long. In view of the shortness, it is possible that what he refers to as a runway may be only an apron or taxi strip.)

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